

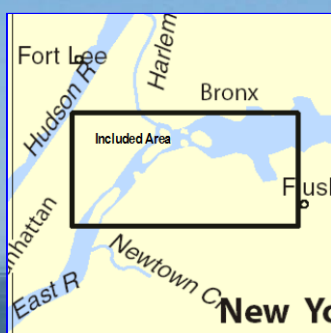
BookletChart™



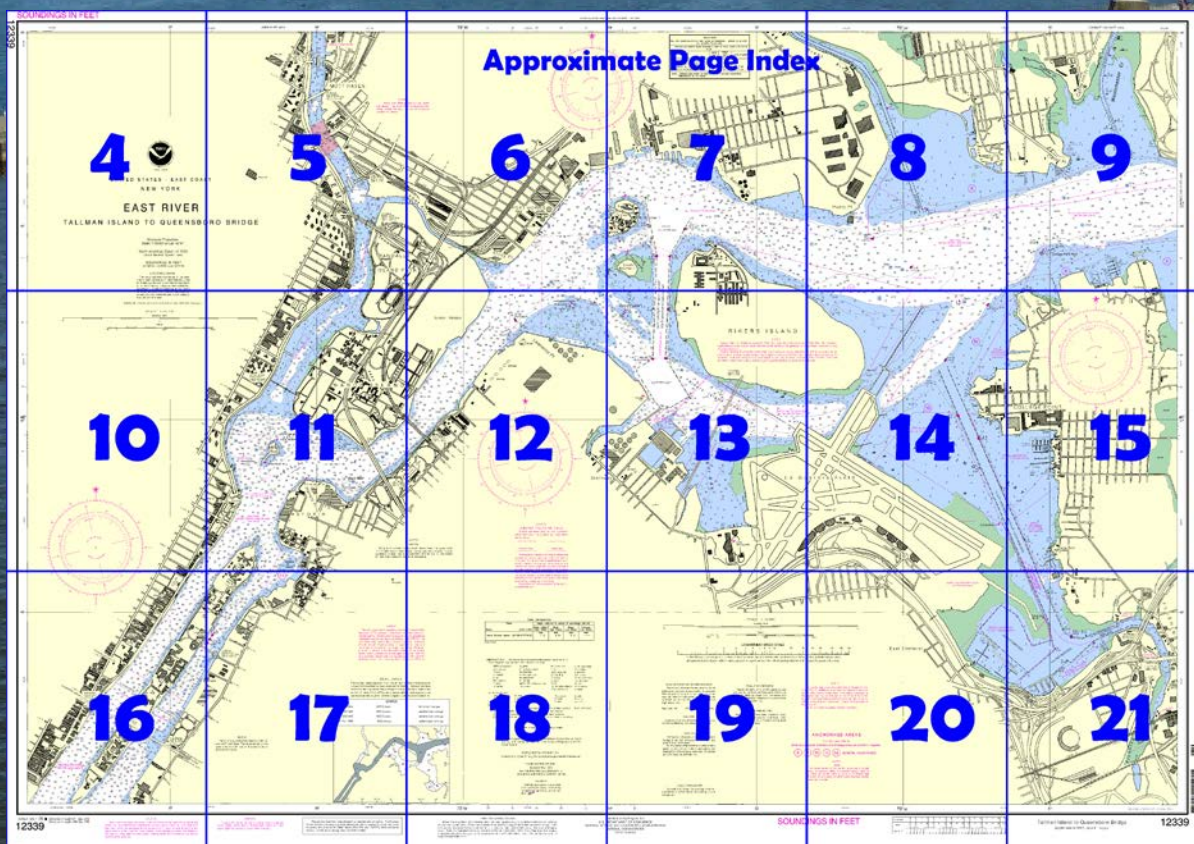
East River – Tallman Island to Queensboro Bridge NOAA Chart 12339

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

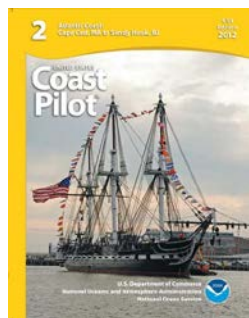
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12339>



(Selected Excerpts from Coast Pilot)

East River is a 14-mile-long tidal strait that connects Long Island Sound with New York Upper Bay and separates the western end of Long Island from the New York mainland. The Sound entrance is between Throgs Neck and Willets Point; the Upper Bay entrance is between The Battery and Governors Island. Hell Gate, about halfway between Throgs Neck and The Battery, is noted for its strong tidal currents. Harlem River extends

northward from Hell Gate to the Hudson River. Both sides of the East River, from The Battery to Port Morris, a distance of 9 miles, present an almost continuous line of wharves except where shoals or currents prevent access.

Mariners transiting East River in the vicinity of Rikers Island and/or

South Brother Island Channel are advised of the following:

East River Main Channel Lighted Buoy 5 has been established northeast of Rikers Island in 40°47'47"N., 73°51'59"W. to assure that no vessel penetration of air space exists over that portion of the East River which coincides with the glide path of the northeast-southwest runway of La Guardia Airport. Vessels with mast heights in excess of 125 feet shall pass 100 yards to the north of this buoy so as to avoid interference with the glide path.

In East River the flood current sets eastward and the ebb sets westward.

Note: this is the direct opposite of conditions in Long Island Sound where the flood is generally westward and the ebb eastward.

The velocity of current is 0.7 knot at Throgs Neck, 1.6 knots at Port Morris, 4 knots in Hell Gate, 3 knots at Brooklyn Bridge, and 1.5 knots north of Governors Island. In Hell Gate (off Mill Rock) the velocity is 3.4 knots for the eastward current and 4.6 knots for the westward current. The direction and velocity of the currents are affected by winds which may increase or diminish the periods of flood or ebb. The currents generally set with the channel, but heavy swirls are found in Hell Gate. In October 1991, tidal currents in Hell Gate were reported to deviate significantly from official predictions published by the National Ocean Service. Mariners should exercise caution and discretion in the use of published tidal current predictions. Also, previously available Tidal Current Charts for New York Harbor have been withdrawn.

The town of **College Point** is south of the point and on the east side of the entrance to Flushing Bay. The wharves on the west side of the town have depths alongside ranging from ½ to 10 feet. The shallow bight north of the town has depths of 2 to 5 feet and is used as a small-boat anchorage. Several small-craft facilities are at College Point. Marine railways to 45 feet, mobile cranes to 35 tons, water, ice, marine supplies, storage, and hull and engine repairs are available.

Caution.—Mariners transiting East River in the vicinity of Rikers Island and/or South Brother Island Channel are advised of the following: East River Main Channel Lighted Buoy 5 has been established northeast of Rikers Island in 40°47'47"N., 73°51'59"W. to assure that no vessel penetration of air space exists over that portion of the East River which coincides with the glide path of the northeast-southwest runway of La Guardia Airport. Vessel with mast heights in excess of 125 feet shall pass 100 yards to the north of this buoy so as to avoid interference with the glide path.

Vessels transiting South Brother Island Channel and using the turning basin at its southern terminus shall ballast prior to entry, and are cautioned that mast heights in excess of 125 feet may penetrate the glide path to the northwest-southeast runway to La Guardia Airport. If mast heights cannot be lowered below 125 feet, La Guardia Air Traffic Control shall be notified by telephone (212-779-0242) prior to terminal departure or channel entry.

Currents.—In East River the flood current sets eastward and the ebb sets westward. **Note:** this is the direct opposite of conditions in Long Island Sound where the flood is generally westward and the ebb eastward. The velocity of current is 0.7 knot at Throgs Neck, 1.6 knots at Port Morris, 4 knots in Hell Gate, 3 knots at Brooklyn Bridge, and 1.5 knots north of Governors Island. In Hell Gate (off Mill Rock) the velocity is 3.4 knots for the eastward current and 4.6 knots for the westward current. The direction and velocity of the currents are affected by strong winds which may increase or diminish the periods of flood or ebb. The currents generally set with the channel, but heavy swirls are found in Hell Gate.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Boston

Commander

1st CG District


Boston, MA

(617) 223-8555

2

Table of Selected Chart Notes

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: 

HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection
Scale 1:10,000 at Lat. 40°47'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

New York, NY KWO-35 162.55 MHz

NOTE D

The minimum authorized depths at MLLW, over the E 63rd Street Tunnel are 45 feet on the west side and 35 feet on the east side of Roosevelt Island.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.365" northward and 1.509" eastward to agree with this chart.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOTE B

162.20

All vessels traversing the area shall pass directly through without unnecessary delay. No vessels having a height of more than 35 feet with reference to the plane of mean high water shall enter or pass through the area whenever visibility is less than one mile.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

ANCHORAGE AREAS

110.155 (see note A)

Limits and assigned numbers of anchorage areas are shown in magenta.

8 9 10 11 14 GENERAL ANCHORAGES

TIDAL INFORMATION

| PLACE | Height referred to datum of soundings (MLLW) | | | |
|--|--|------------------------|-----------------|----------------|
| | | Mean Higher High Water | Mean High Water | Mean Low Water |
| NAME (LAT/LONG) | | feet | feet | feet |
| North Brother Island (40°48'N/73°54'W) | | 7.2 | 6.9 | 0.3 |

Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet, from <http://tidesandcurrents.noaa.gov>. (Apr 2008)

BRONX RIVER CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF FEB 2012

| CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) | | | | | PROJECT DIMENSIONS | | |
|--|----------------------|------------------------|-----------------------|----------------|--------------------|----------------------|--------------|
| NAME OF CHANNEL | LEFT OUTSIDE QUARTER | MIDDLE HALF OF CHANNEL | RIGHT OUTSIDE QUARTER | DATE OF SURVEY | WIDTH (FEET) | LENGTH (NAUT. MILES) | DEPTH (FEET) |
| REACH A | 6.3 | 5.7 | 4 | 11-11 | 100 | 0.82 | 10 |
| REACH B | 1.5 | 3.1 | 0.7 | 11-11 | 100 | 0.83 | 10 |
| REACH C (partial)* | 0.6 | 4.2 | 1.5 | 11-11 | 100 | 0.15 | 10 |

* THE ENTIRE PARTIAL REACH IS SHOALED IN

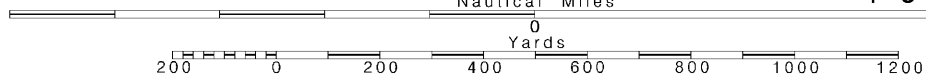
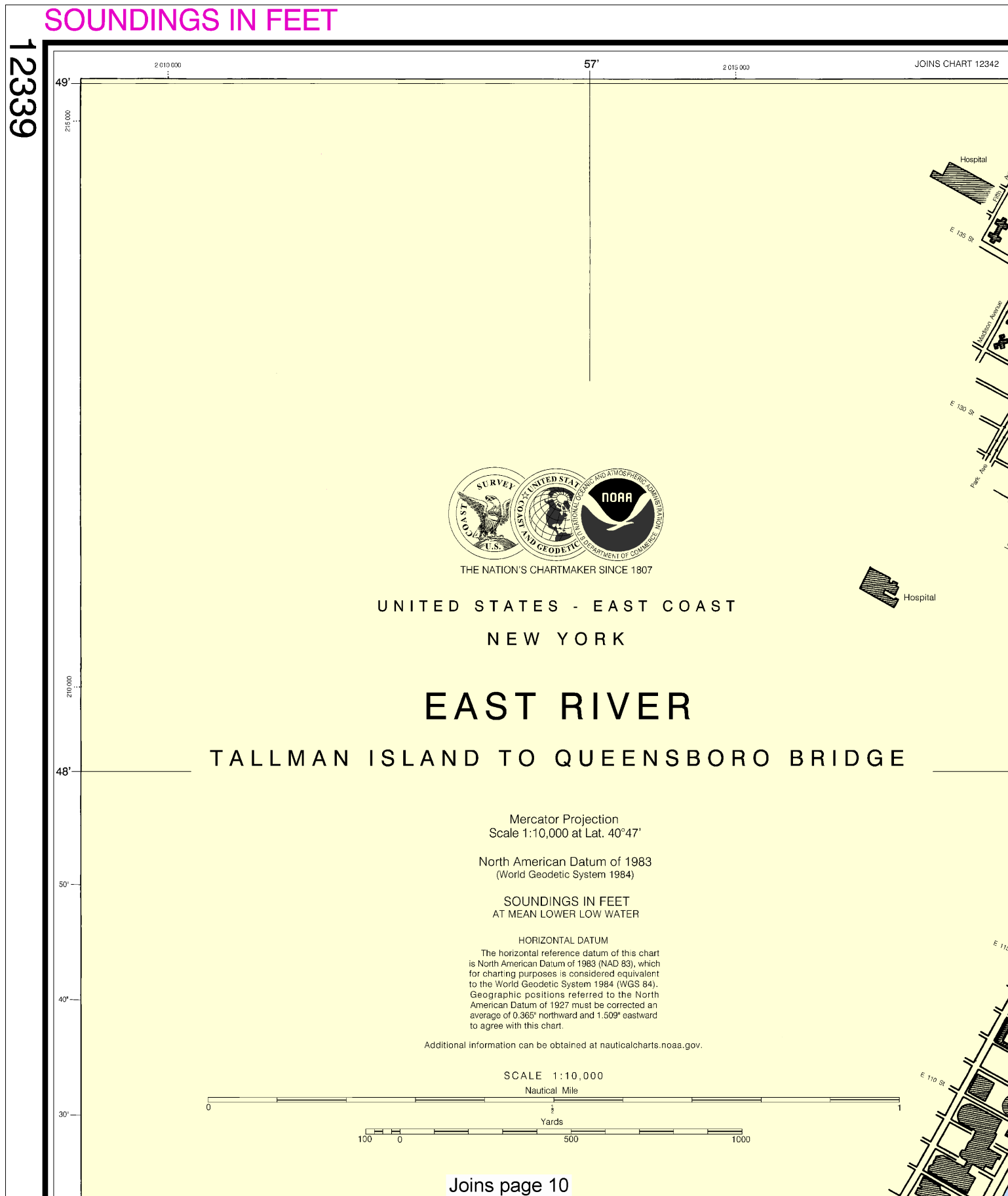
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

SOUTH BROTHER ISLAND CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF NOV 2011

| CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) | | | | | | PROJECT DIMENSIONS | | |
|--|----------------------------|---------------------------|----------------------------|-----------------------------|----------------|--------------------|----------------------------|-----------------|
| NAME OF CHANNEL | LEFT OUTSIDE QUARTER | LEFT INSIDE QUARTER | RIGHT INSIDE QUARTER | RIGHT OUTSIDE QUARTER | DATE OF SURVEY | WIDTH (FEET) | LENGTH (NAUT. MILES) | DEPTH (FEET) |
| Reach M | 31.9 | 33.9 | 34.1 | 32.8 | 6-11 | 400-1600 | 0.78 | 35 |
| Reach N | 35.3 | 33.1 | 34.3 | 33.6 | 6-11 | 1000 | 0.26 | 35 |

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION



2 020 000

73° 55'

50°

40°

2 025 000

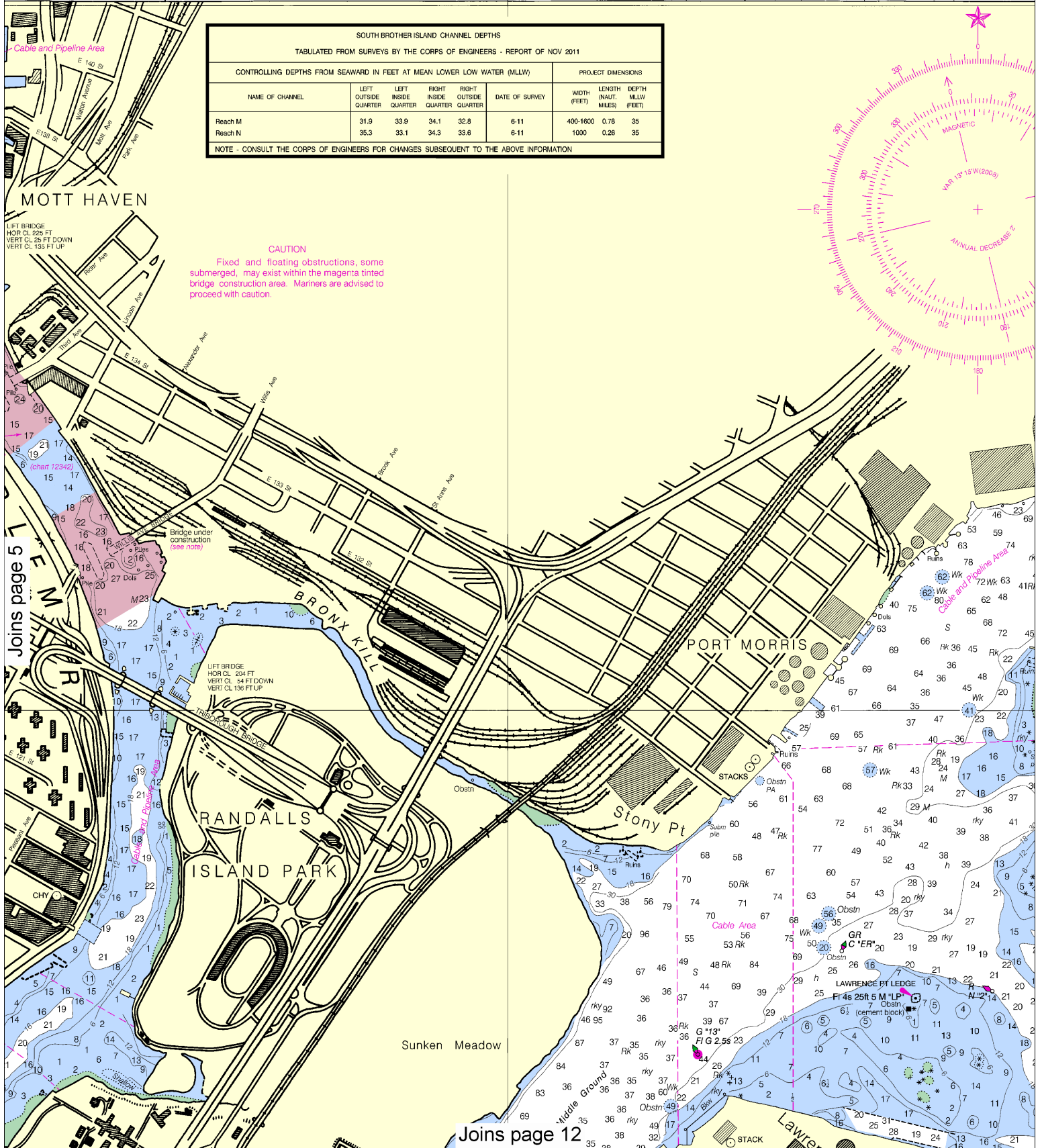
30°

20°

10°

| SOUTH BROTHER ISLAND CHANNEL DEPTHS | | | | | | |
|--|----------------------|---------------------|----------------------|-----------------------|--------------------|--------------|
| TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF NOV 2011 | | | | | | |
| CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) | | | | | PROJECT DIMENSIONS | |
| NAME OF CHANNEL | LEFT OUTSIDE QUARTER | LEFT INSIDE QUARTER | RIGHT INSIDE QUARTER | RIGHT OUTSIDE QUARTER | DATE OF SURVEY | WIDTH (FEET) |
| Reach M | 31.9 | 33.9 | 34.1 | 32.8 | 6-11 | 400-1600 |
| Reach N | 35.3 | 33.1 | 34.3 | 33.6 | 6-11 | 1000 |
| | | | | | | 0.78 |
| | | | | | | 0.26 |
| | | | | | | 35 |
| | | | | | | 35 |

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION



6

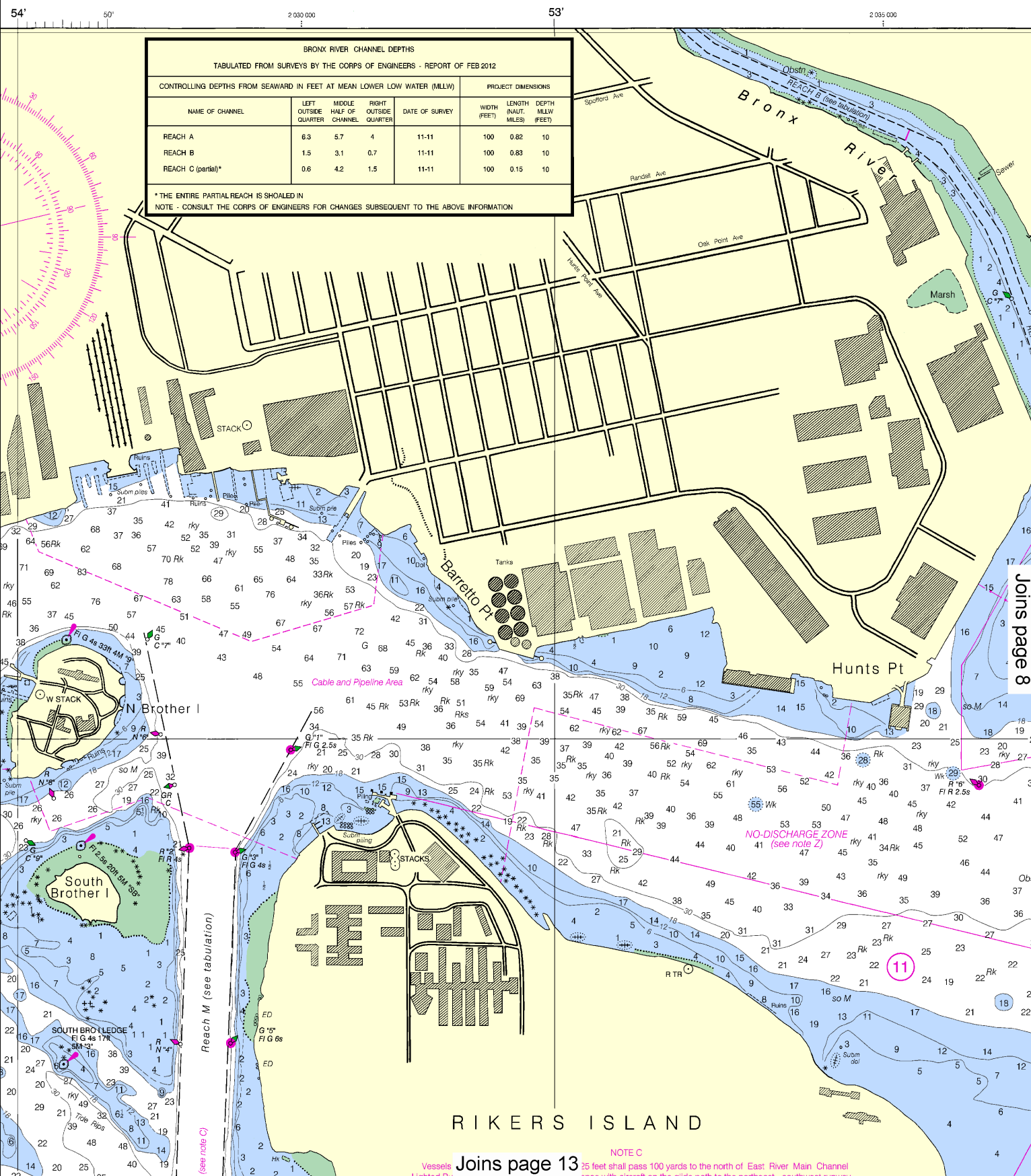
Note: Chart grid lines are aligned with true north.

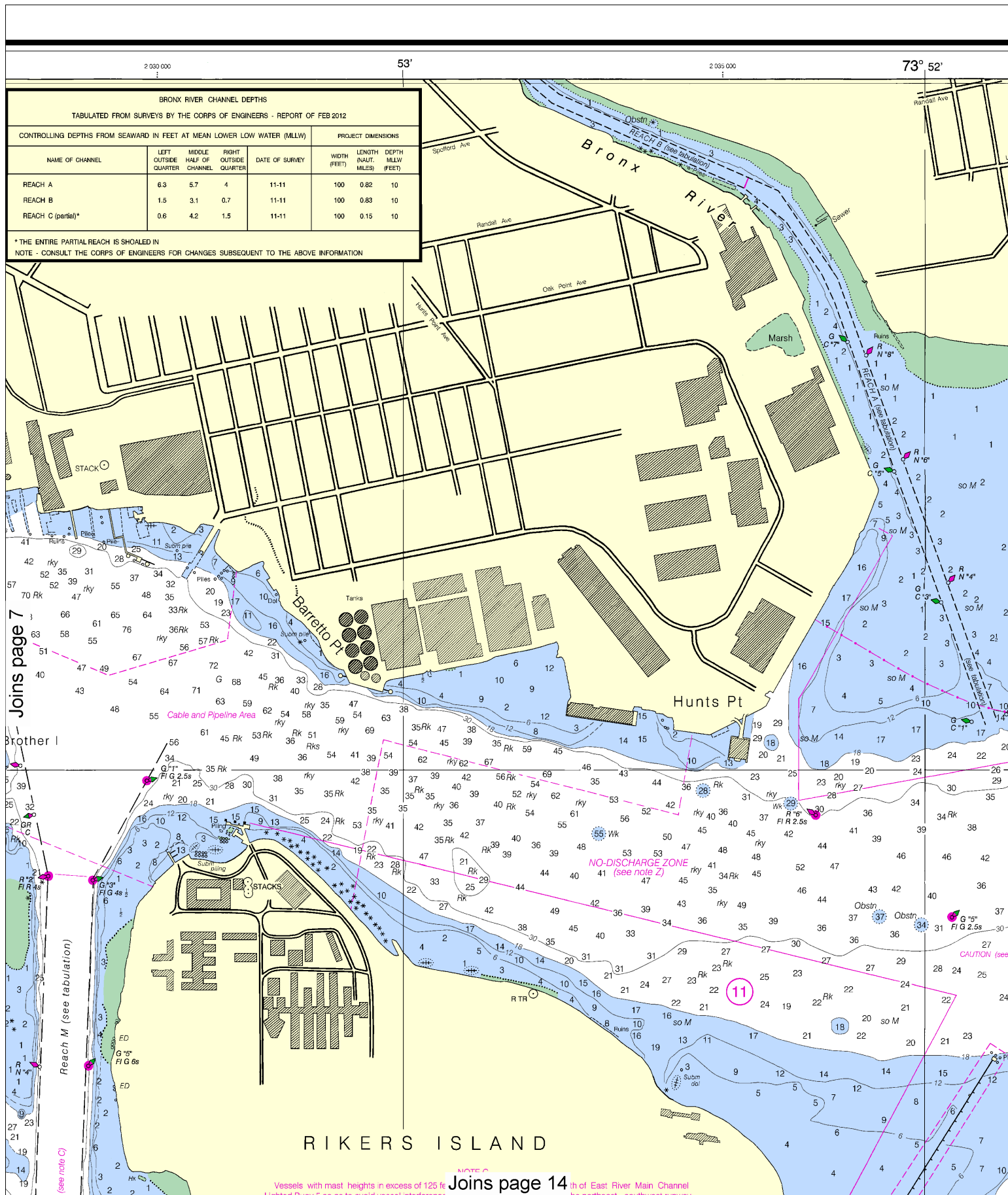
Printed at reduced scale.

SCALE 1:10,000
Nautical Miles

See Note on page 5.

0
Yards
200 0 200 400 600 800 1000 1200





8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000
Nautical Miles

See Note on page 5.

0
Yards
200 0 200 400 600 800 1000 1200

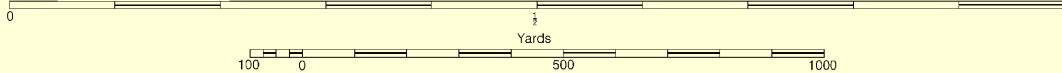
HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.365" northward and 1.509" eastward to agree with this chart.

Additional information can be obtained at nauticalcharts.noaa.gov.

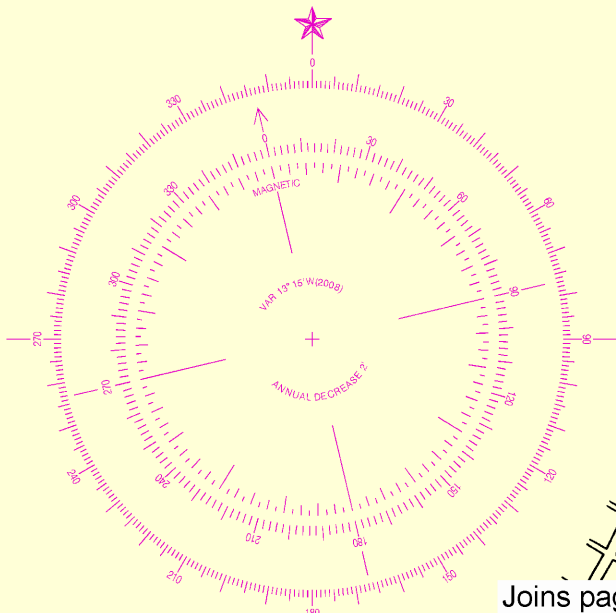
SCALE 1:10,000

Nautical Mile

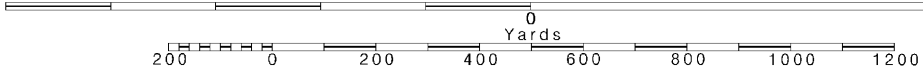
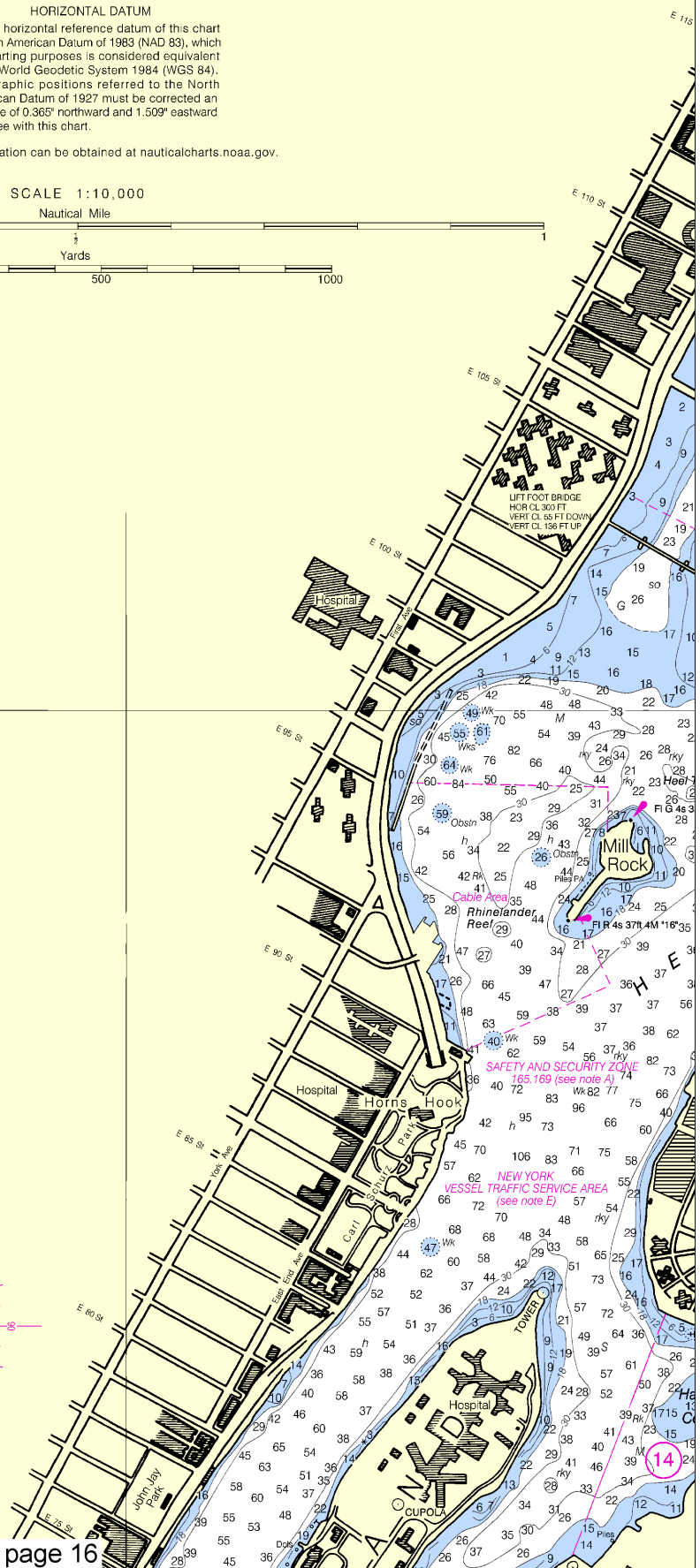


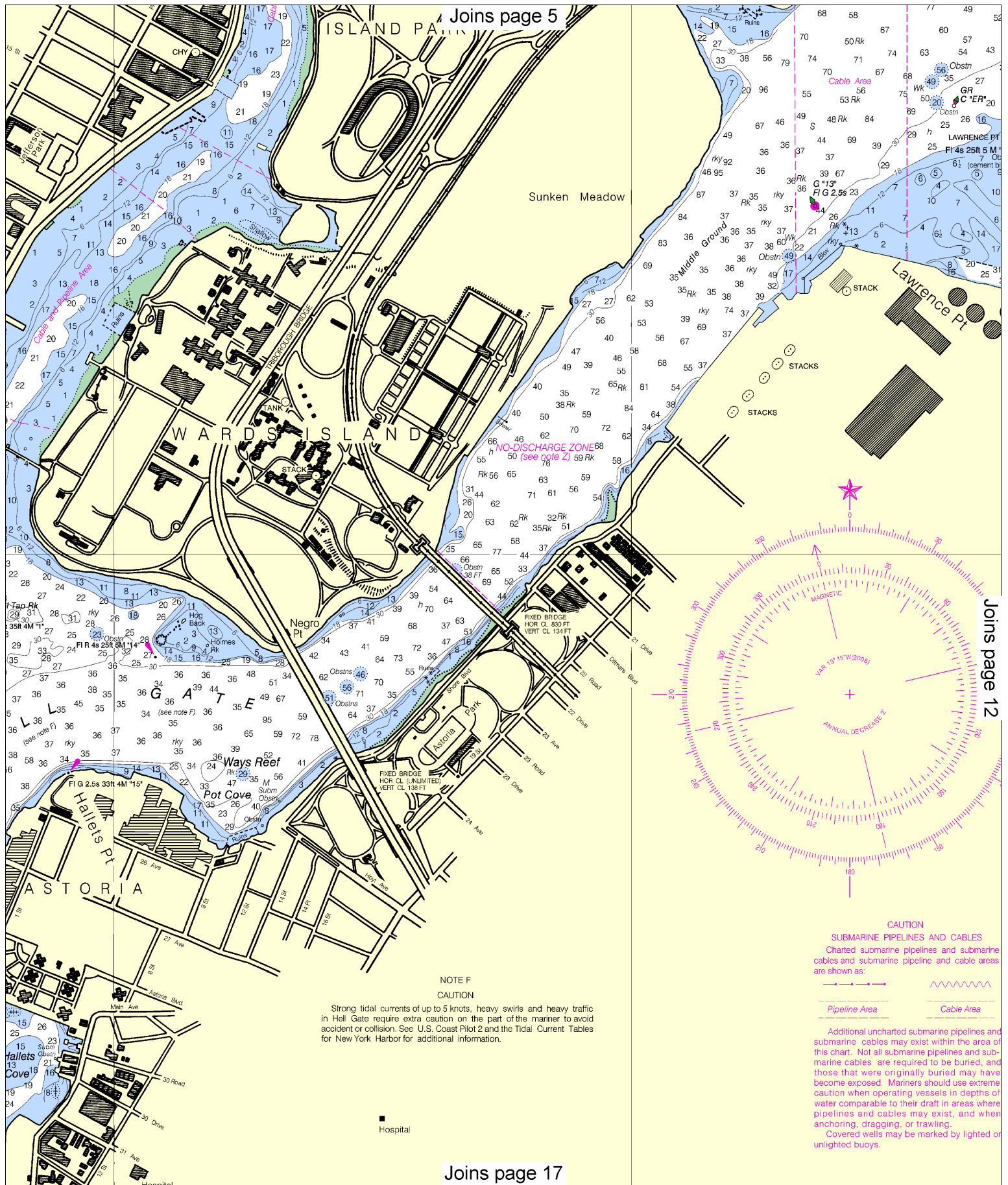
40°
30°
20°
10°
40°
47'

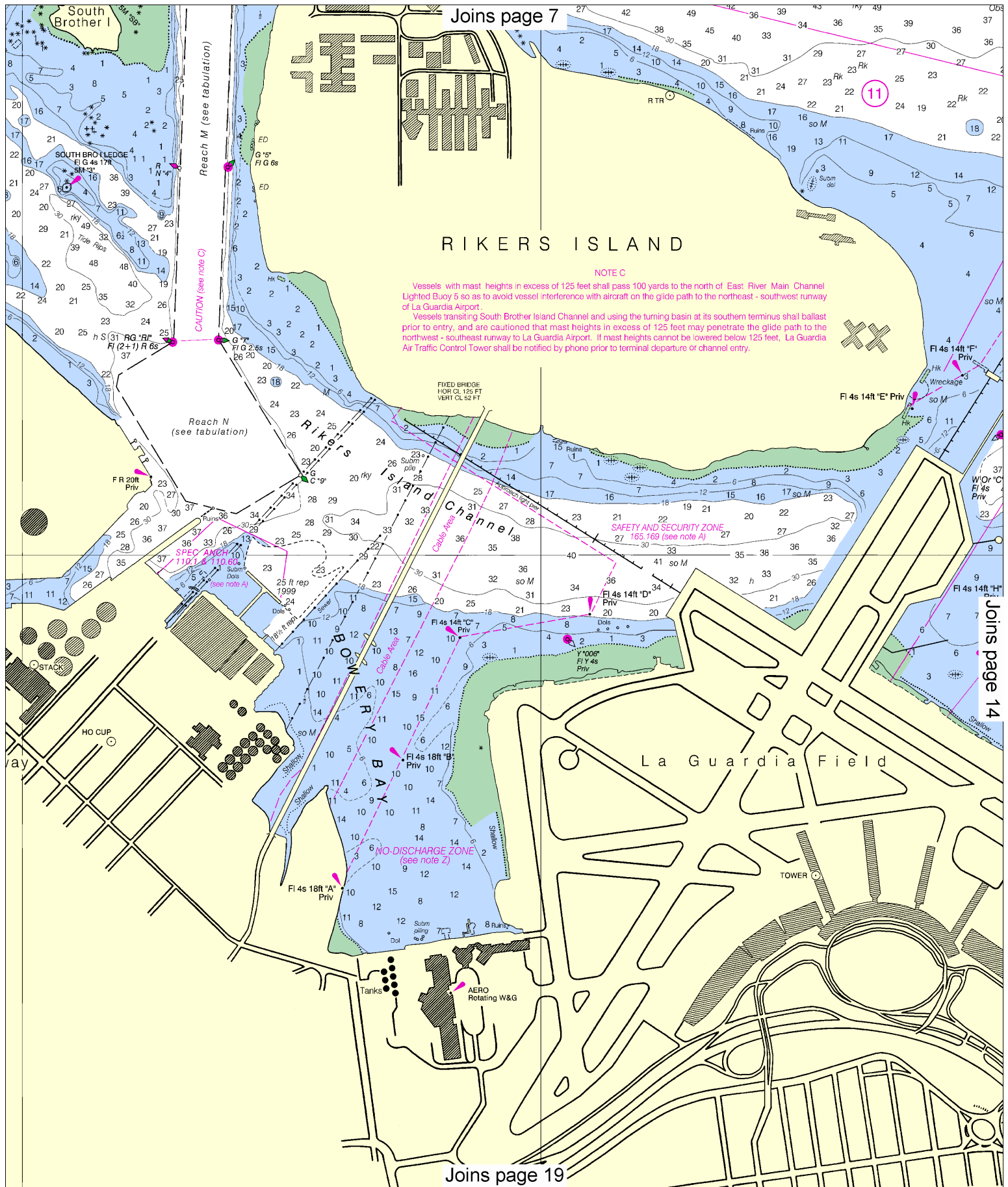
200,000

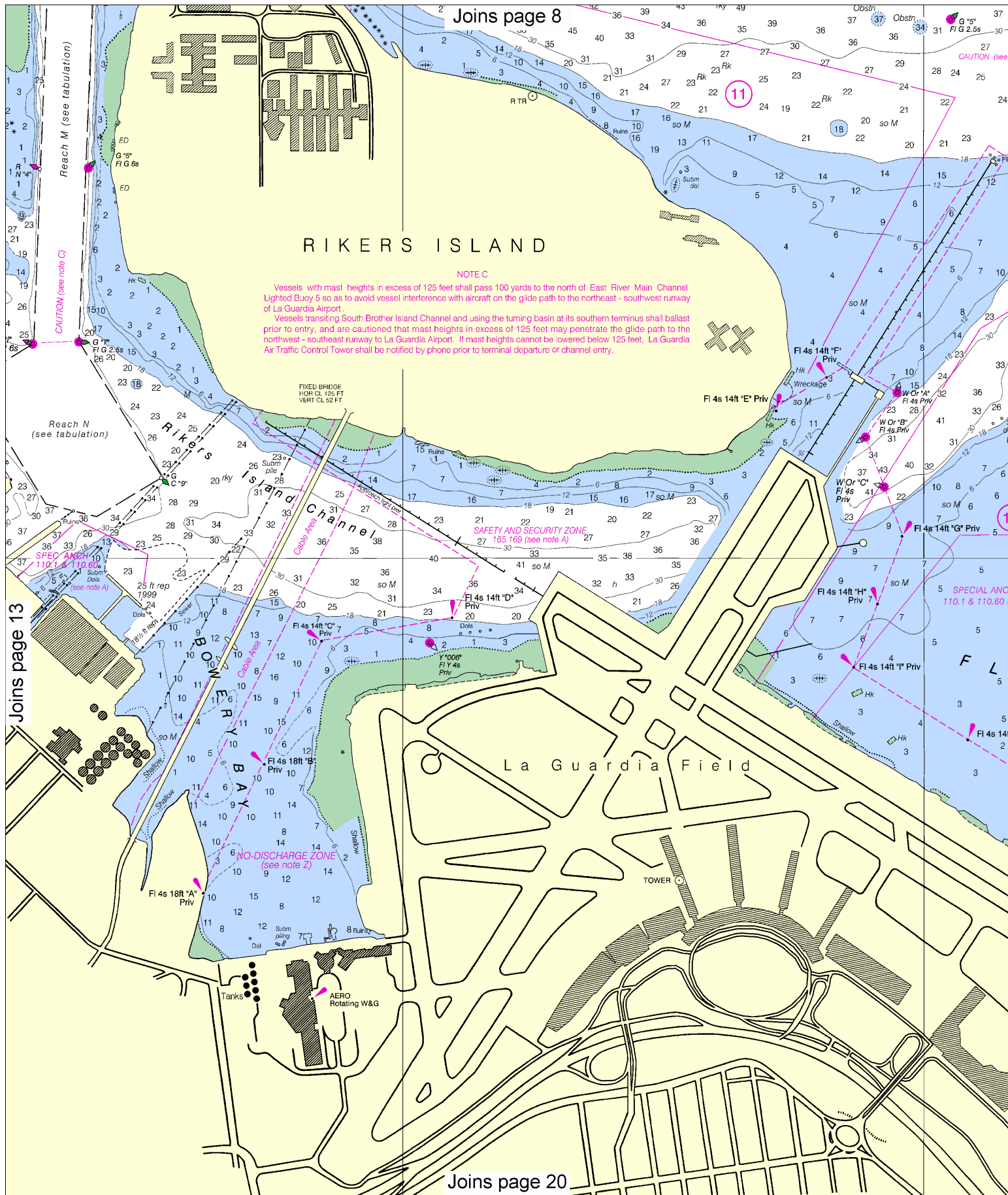


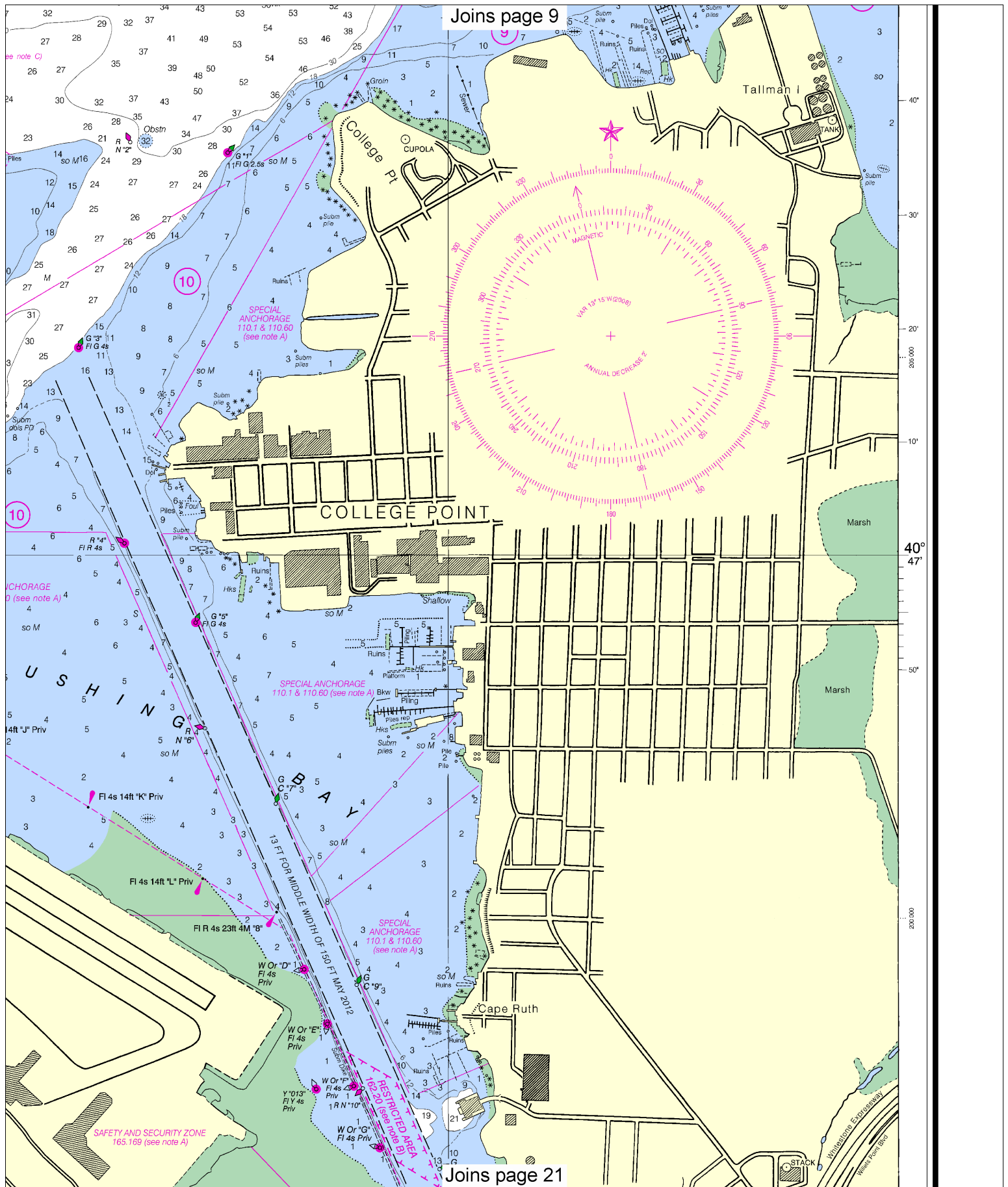
Joins page 16

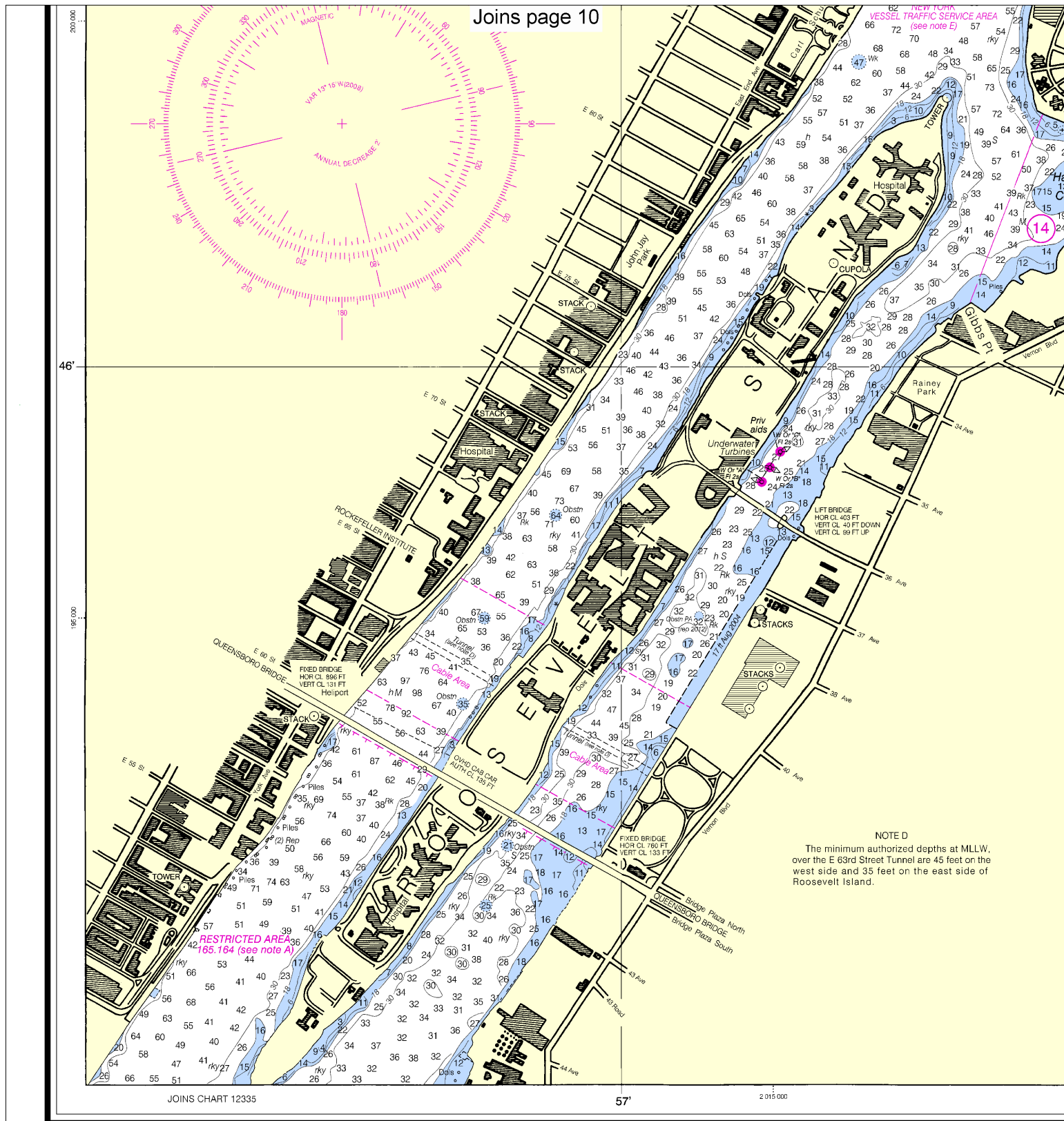












46th Ed., Jun. / 08 ■ Corrected through NM Jun. 28/08
Corrected through LNM Jun. 17/08

12339

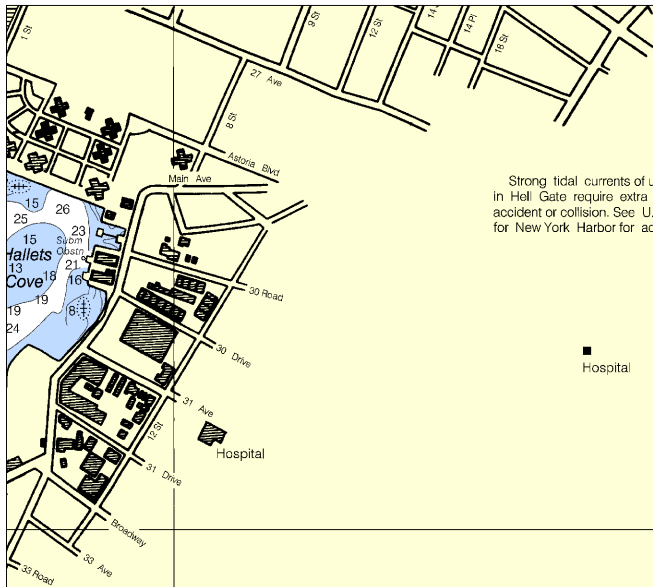
16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —
Nautical Miles

See Note on page 5.

0
Yards
200 0 200 400 600 800 1000 1200



NOTE F
CAUTION

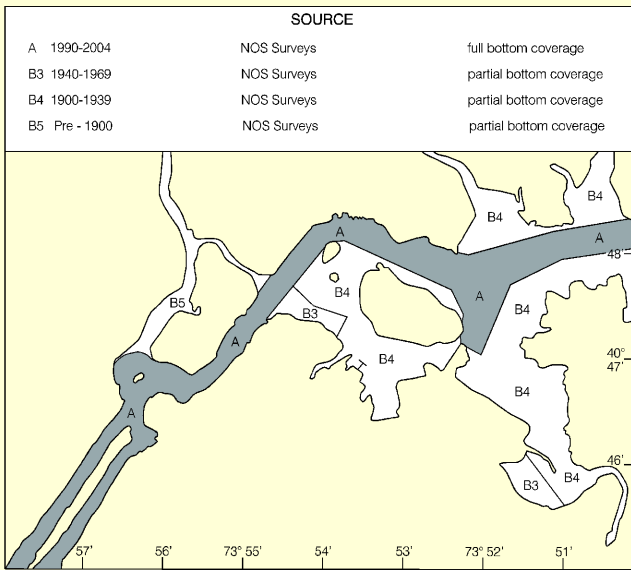
Strong tidal currents of up to 5 knots, heavy swirls and heavy traffic in Hell Gate require extra caution on the part of the mariner to avoid accident or collision. See U.S. Coast Pilot 2 and the Tidal Current Tables for New York Harbor for additional information.

NOTE E

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the New York Bay and surrounding areas. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate vessel traffic management within the VTS area.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.



CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and where anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

TIDAL INFORMATION

| NAME | PLACE (LAT/LONG) | Height referred to datum | |
|----------------------|-------------------|--------------------------|-----------------|
| | | Mean Higher High Water | Mean High Water |
| North Brother Island | (40°48'N/73°54'W) | feet | 7.2 |

Dashes (---) located in datum columns indicate unavailable datum values for a tide station tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov> (Apr 2008)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

| | | |
|---|--------------------------|---------------|
| Aids to Navigation (lights are white unless otherwise indicated) | | |
| AERO aeronautical | G green | Mo morse code |
| Al alternating | IQ interrupted quick | N nun |
| B black | iso isophase | OBSC obscured |
| Bn beacon | LT HO lighthouse | Oc occulting |
| C can | M nautical mile | Or orange |
| DIA diaphone | m minutes | Q quick |
| F fixed | MICRO TR microwave tower | R red |
| Fl flashing | Mkr marker | Ra Ref rac |
| | | R Bn radic |
| Bottom characteristics: | | |
| Bds boulders | Co coral | gy gray |
| bk broken | G gravel | h hard |
| Cy clay | Grs grass | M mud |
| Miscellaneous: | | |
| AUTH authorized | Obstr obstruction | PD position |
| ED existence doubtful | PA position approximate | Rep reported |
| (1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated | | |
| (2) Rocks that cover and uncover, with heights in feet above datum (c) | | |

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service Survey, with additional data from the Corps of Engineers and Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 2 for important supplemental information.

PLANE COORDINATE GRID

(based on NAD 1927)

New York State Grid, Long Island zone, is indicated by dotted ticks at 5,000 foot intervals.

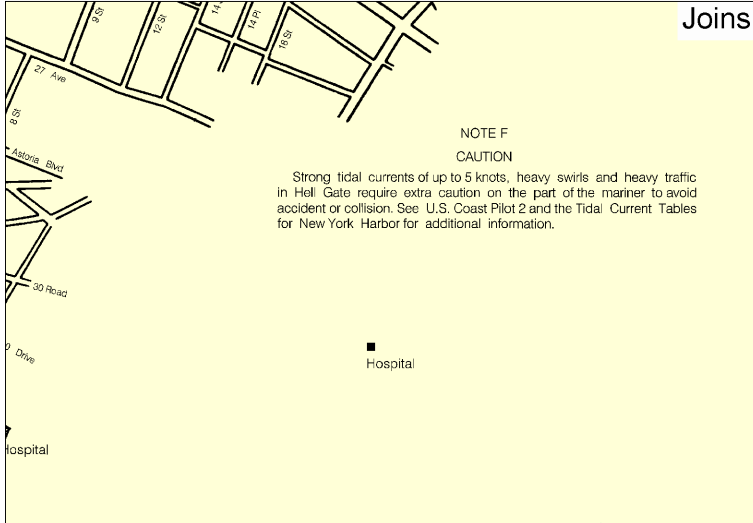
CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-9 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-564-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>.



CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

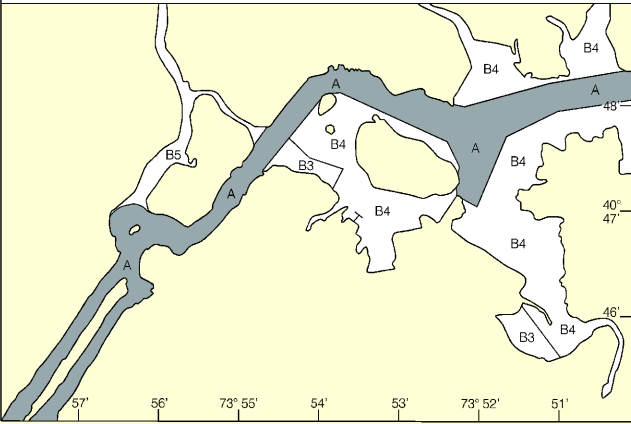
NOTE E
The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the New York Bay and surrounding areas. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate vessel traffic management within the VTS area.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

| | | |
|---------------|-------------|-------------------------|
| A 1990-2004 | NOS Surveys | full bottom coverage |
| B3 1940-1969 | NOS Surveys | partial bottom coverage |
| B4 1900-1939 | NOS Surveys | partial bottom coverage |
| B5 Pre - 1900 | NOS Surveys | partial bottom coverage |



| TIDAL INFORMATION | | | | |
|----------------------|-------------------|--|-----------------|----------------|
| NAME | PLACE (LAT/LONG) | Height referred to datum of soundings (MLLW) | | |
| | | Mean Higher High Water | Mean High Water | Mean Low Water |
| North Brother Island | (40°48'N/73°54'W) | 7.2 feet | 6.9 feet | 0.3 feet |

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.
(Apr 2006)

| ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.) | | | | |
|--|--------------------------|------------------------|--------------------|-----------|
| Aids to Navigation (lights are white unless otherwise indicated): | | | | |
| AERO aeronautical | G green | Mo morse code | R TR radio tower | |
| Al alternating | IQ interrupted quick | N nun | Rc rotating | |
| B black | iso isophase | OBSC obscured | s seconds | |
| Bn beacon | LT H-O lighthouse | Oc occulting | SEC sector | |
| C can | M neutral mile | Or orange | St M statute miles | |
| DIA diaphone | m minutes | O quick | VQ very quick | |
| F fixed | MICRO TR microwave tower | R red | W white | |
| Fl flashing | Mkr marker | Ra Ref radar reflector | WHIS whistle | |
| | | R Bn radiobeacon | Y yellow | |
| Bottom characteristics: | | | | |
| Bds boulders | Co coral | gy gray | Oys oysters | so soft |
| bk broken | G gravel | h hard | Rk rock | Sh shells |
| Cy clay | Grs grass | M mud | S sand | sy sticky |
| Miscellaneous: | | | | |
| AUTH authorized | Obstr obstruction | PD position doubtful | Subm submerged | |
| ED existence doubtful | PA position approximate | Rep reported | | |
| (1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated. | | | | |
| (2) Rocks that cover and uncover, with heights in feet above datum of soundings. | | | | |

HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 2 for important supplemental information.

PLANE COORDINATE GRID
(based on NAD 1927)
New York State Grid, Long Island zone, is indicated by dotted ticks at 5,000 foot intervals.

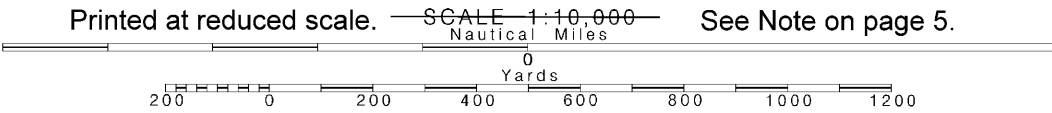
CAUTION
Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

This chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, Silver Spring, Maryland 20910-3282.

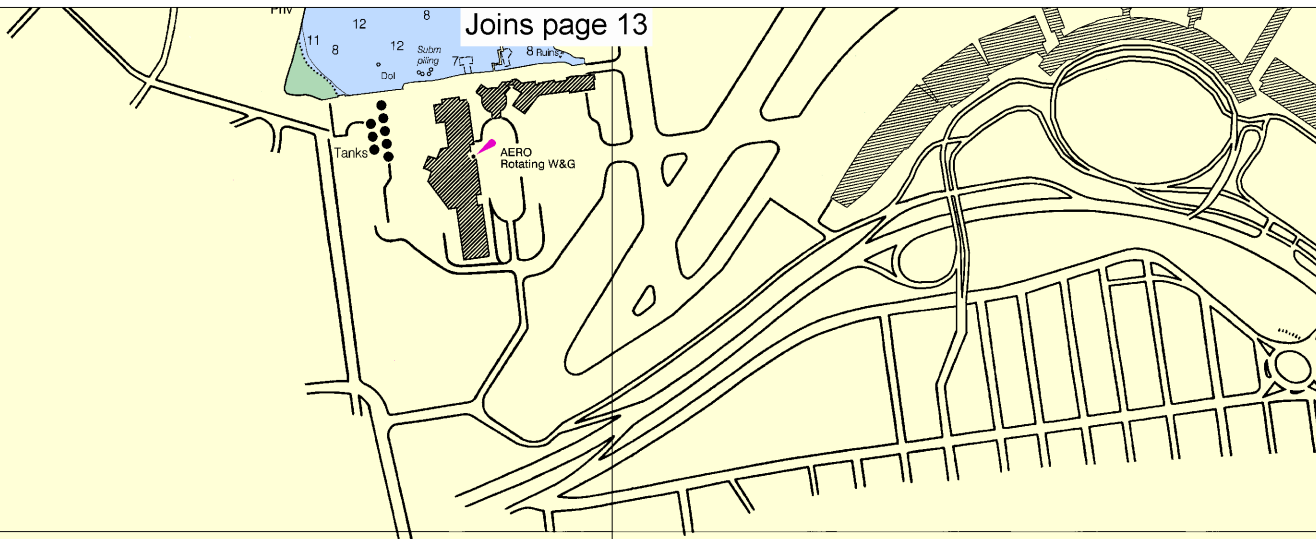
PRINT-ON-DEMAND CHARTS
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-564-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION

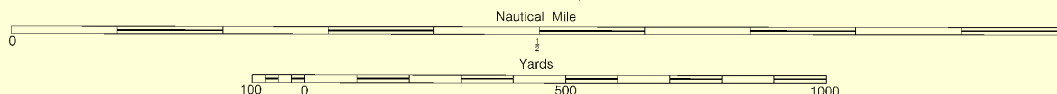
Note: Chart grid lines are aligned with true north.



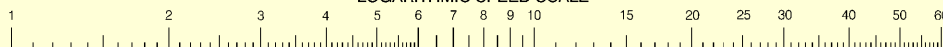
See Note on page 5.



SCALE 1:10,000



LOGARITHMIC SPEED SCALE



To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

New York, NY KWO-35 162.55 MHz

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-9802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in New York, NY.

Refer to charted regulation section numbers.

ANCHORAGE AREAS

110, 155 (see note A)

Limits and assigned numbers of anchorage areas are shown in magenta.

8 9 10 11 14 GENERAL ANCHORAGES

NOTE B

162.20

All vessels traversing the area shall pass directly through without unnecessary delay. No vessels having a height of more than 35 feet with reference to the plane of mean high water shall enter or pass through the area whenever visibility is less than one mile.

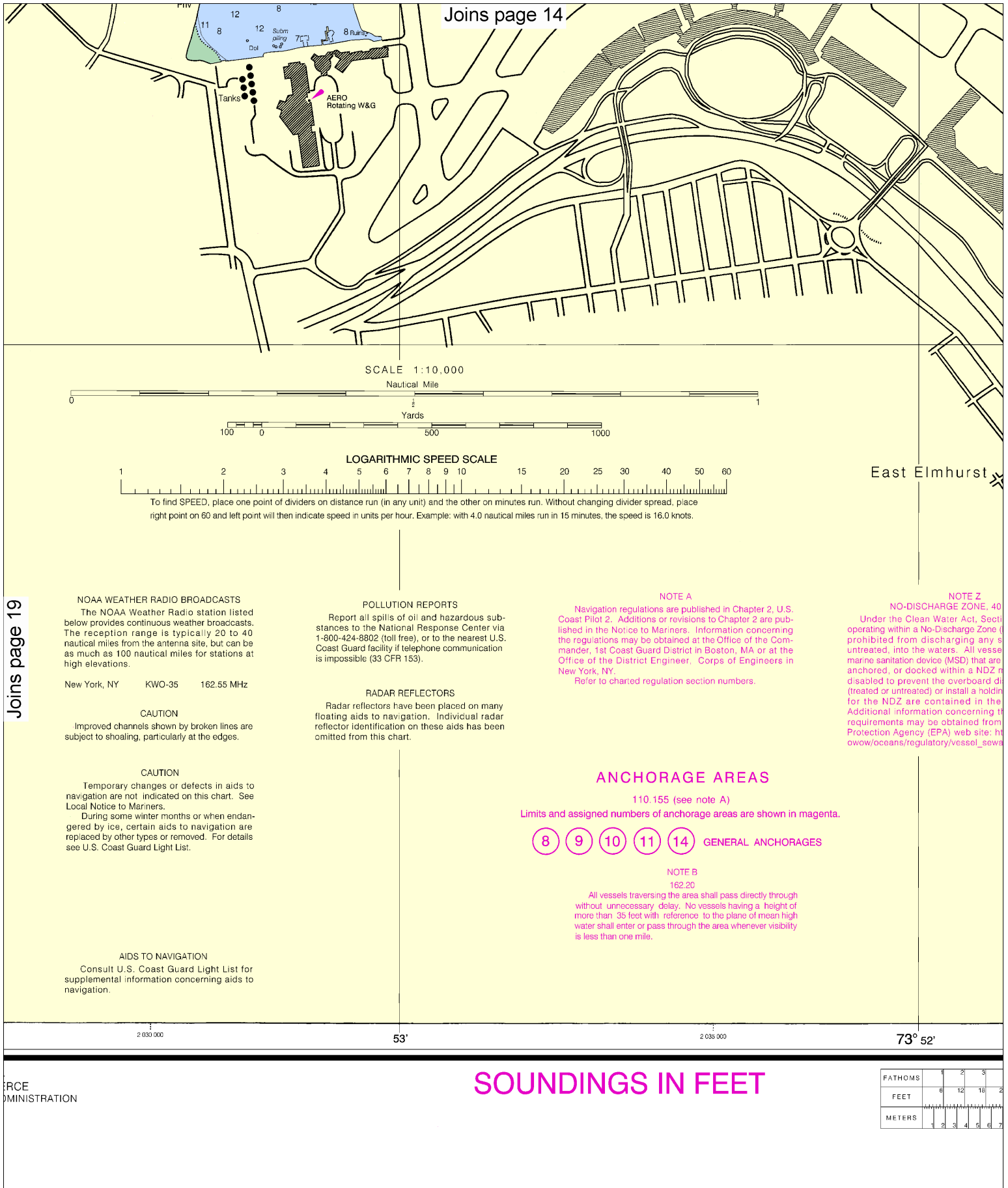
54'

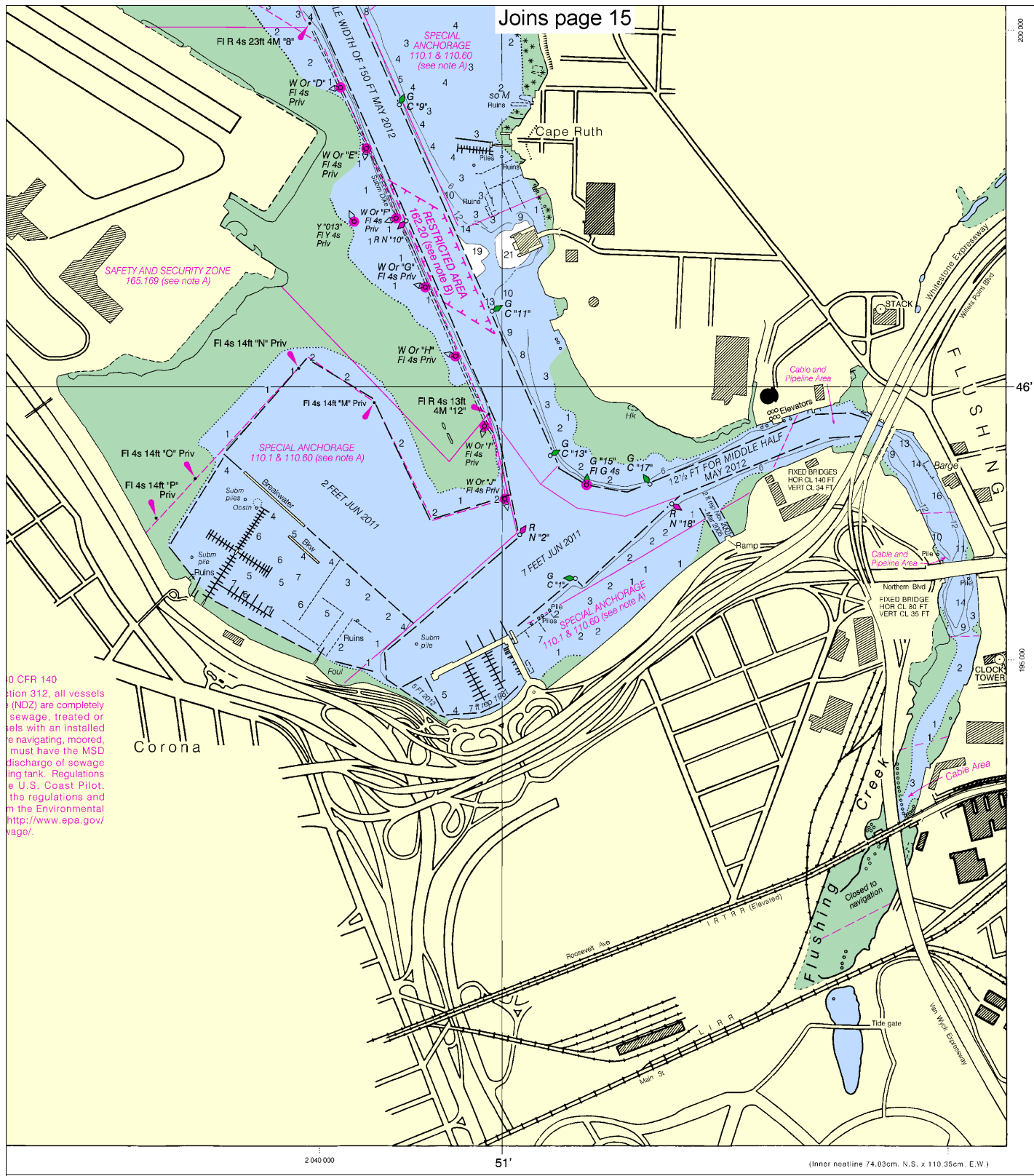
50'

2 030 000

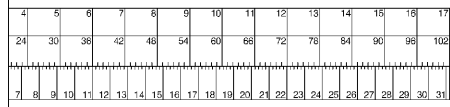
53'

2 035 000





30 CFR 140
 Section 312, all vessels
 (NDZ) are completely
 sewage, treated or
 vessels with an installed
 re navigating, moored,
 must have the MSD
 discharge of sewage
 ing tank. Regulations
 e U.S. Coast Pilot.
 the regulations and
 in the Environmental
<http://www.epa.gov/vagr/>.



Tallman Island to Queensboro Bridge
 SOUNDINGS IN FEET - SCALE 1:10,000

12339



NSN 7642014010377
 NSA REFERENCE NO. 12XHA12339



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

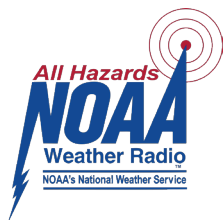
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

| | | |
|---|---|---|
| Nautical chart related products and information | — | http://www.nauticalcharts.noaa.gov |
| Online chart viewer | — | http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html |
| Report a chart discrepancy | — | http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx |
| Chart and chart related inquiries and comments | — | http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs |
| Chart updates (LNM and NM corrections) | — | http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html |
| Coast Pilot online | — | http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm |
| Tides and Currents | — | http://tidesandcurrents.noaa.gov |
| Marine Forecasts | — | http://www.nws.noaa.gov/om/marine/home.htm |
| National Data Buoy Center | — | http://www.ndbc.noaa.gov/ |
| NowCoast web portal for coastal conditions | — | http://www.nowcoast.noaa.gov/ |
| National Weather Service | — | http://www.weather.gov/ |
| National Hurricane Center | — | http://www.nhc.noaa.gov/ |
| Pacific Tsunami Warning Center | — | http://ptwc.weather.gov/ |
| Contact Us | — | http://www.nauticalcharts.noaa.gov/staff/contact.htm |



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker